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CONDITION REPORT

GERFALCON

Dated 2nd January 2021

Client: Mr S Hurrell

The Royal Institution of Naval Architects

NACE INTERNATIONAL

RSPH
ROYAL SOCIETY FOR PUBLIC HEALTH
VISION, VOICE AND PRACTICE

1 Contents

2 Summary.

This document is a General Condition Report on the:

GERFALCON

Carried out by the undersigned whilst acting solely as a Director of Marsurv Ltd and has been prepared specifically for the above client and is for their use only. Copies in whole or in part should not be released to, or consulted by other parties without the express permission of Marsurv Ltd.

Whilst all due care and diligence has been exercised in the collection of data for and the preparation of this report, Marsurv Ltd purports to provide an advisory service only, based on the opinion and experience of the individual consultant responsible for its compilation.

This report is a factual report on the inspection carried out and the opinions expressed are given in good faith as to the condition of the vessel as seen at the time of the survey. It implies no guarantee, no safeguard against latent defects, subsequent defects or defects not discovered at the time of the survey in woodwork or areas of the vessel which were covered, unexposed or inaccessible to the surveyor internally due to the installation of non-removable linings, panels and internal structures etc. Or agreement, permission and instructions not being given to the surveyor to gain access to closed off areas.

2.1 The Reason for the Survey.

We were instructed to carry out an out of water structural and mechanical General Condition Survey and evaluation of the vessel and to issue a separate Letter of Opinion of her open market value for pre-purchase, mortgage and/or insurance purposes only.

The normal survey for pre-purchase, insurance, mortgage or other reasons carried out by the staff of this Company provides an opinion only on the structural and mechanical condition of the vessel. This applies to all reasonably accessible and visible aspects of the vessel as presented to the Surveyor with special reference, in this particular case, to the planking.

It should be noted, however, that, unless a hull has been completely cleaned back to the bare timber prior to the survey, we cannot confirm the detailed condition of the whole of the planking surface, fastenings, etc. Our conclusions are therefore based on the evidence of the sample areas examined and we cannot guarantee that there are no defects such as rot behind the bottom or topside coating which was noted on the hull exterior at the time of our survey.

2.2 Survey Conditions.

The vessel was found in commission as a pleasure motor vessel

Within the limits of the access available the following was found: -

The vessel was found on blocks on a hardstanding in the open air at the site stated in the introduction. There was good external access to the hull. There was also reasonably good internal access to the main structure but the linings, machinery, tanks, rudder, stern gear and other normally installed equipment and similar permanently fitted items were in situ and this restricted access to the internal surfaces of the hull and deck in way thereby preventing detailed Survey in these areas and we cannot be sure that these areas are free from defect.

The vessel was in good, clean condition and she was viewed from a distance at various angles and no apparent or obvious signs of major longitudinal or transverse deformation or structural failure which might indicate earlier serious damage or signs of poor repairs observed.

The vessel, as inspected, was found to be well built and well maintained using good marine quality materials and good boat building practices. The overall structure was found sound although full Survey was limited at the time of the survey due to the presence of internal fittings, permanent ceilings and linings but where Survey was possible, as stated, the structure was found good. The general condition of the hull was found to be satisfactory with no sign of rot below the waterline.

Various comments have been made in the body of this Report concerning the hull and the machinery and fuel installation and the stern gear all of which were found satisfactory. The machinery Survey was a non-invasive one and it was not possible to carry out an engine trial. No guarantee can therefore be given on the running condition of the engines.

The general condition of the vessel as seen both above and below deck suggested that she had suffered minimal abuse from bad seamanship and/or boat handling. Most of the defects noted were of a relatively minor or cosmetic nature or due to fair wear and tear and may be rectified with reasonable servicing and seasonal maintenance. None of these noted defects affected the vessel's structural and/or mechanical seaworthiness* but, as we were unable to run the machinery, we cannot comment on that particular mechanical aspect of the vessel's seaworthiness*

In our opinion, therefore, the subject vessel was found at the time of the survey in good structural and mechanical condition and was considered to be an insurable risk under the Institute of London Underwriters Yacht Clauses and worthy of purchase (see our Letter of Opinion of Value) for general pleasure use within the sea areas laid down by European Recreational Craft Directive category C - provided that all RECOMMENDATIONS as given in this Report hereunder are carried out within the stated time limits. None of these RECOMMENDATIONS were serious and none will need attention at this time or within the next three months.

The vessel had undergone an extensive refurbishment and the works had been carried out to an excellent standard.

3 The Vessel.

3.1 Introduction.

This is to confirm that, at the request of

Mr S Hurrell

The undersigned attended the:-

GERFALCON

At Wakering Yacht Club, Rochford, Essex on 21st December 2020 and there effected, without the vessel being fully opened up for survey, a General Condition Survey of the hull, machinery and service systems.

3.2 Type of Vessel

The vessel was a twin screw motor yacht of carvel timber construction.

3.3 Dimensions.

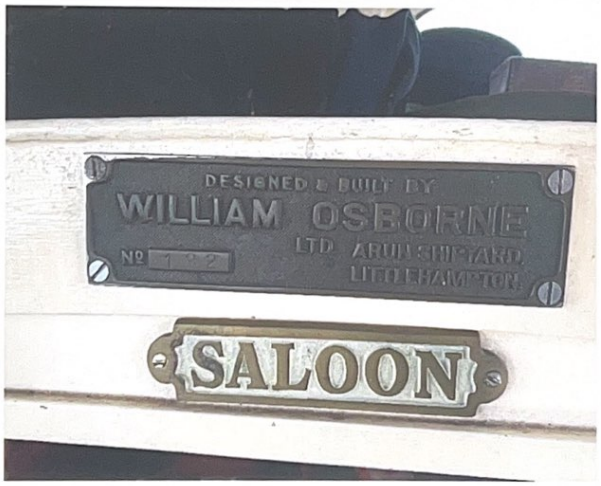
Length Overall	10.38 m
Beam	2.74 m
Freeboard	0.93 m

The absolute accuracy of these figures is not guaranteed.

This Report should not be taken to imply that the vessel has sufficient freeboard or reserve buoyancy.

3.4 Builders and Date of Build.

According to the original registration document the vessel was built in by W.M. Osborne Ltd of Arun Shipyard, Littlehampton in 1937 as yard number 192. The vessel had a Builder's Plate but we have not checked these particulars and cannot guarantee their accuracy.



3.5 Construction.

The vessel was constructed from what appeared to be mahogany on oak timbers although this cannot be guaranteed.

The vessel was not apparently built to the Rules and Regulations or under the survey of any of the Classification Societies.

Details of Construction.

Details of the hull construction/ were as follows:-

The hull was carvel planked in mahogany and laid on oak timbers centres fastened by copper boat nails clenched on roves.

The fore deck was of teak and the superstructure mahogany with the cabin top sheathed in fibreglass.

3.6 EU Directives.

None applicable.

It should be noted that some non EU imported vessels may or may not have been made compliant with the EU Recreational Craft Directive and this cannot be guaranteed.

3.7 Craft Identification Number.

Not Applicable

3.8 Floodability.

The number and position of the watertight bulkheads determined that the vessel was of 'single compartment' floodability.

4 The Survey.

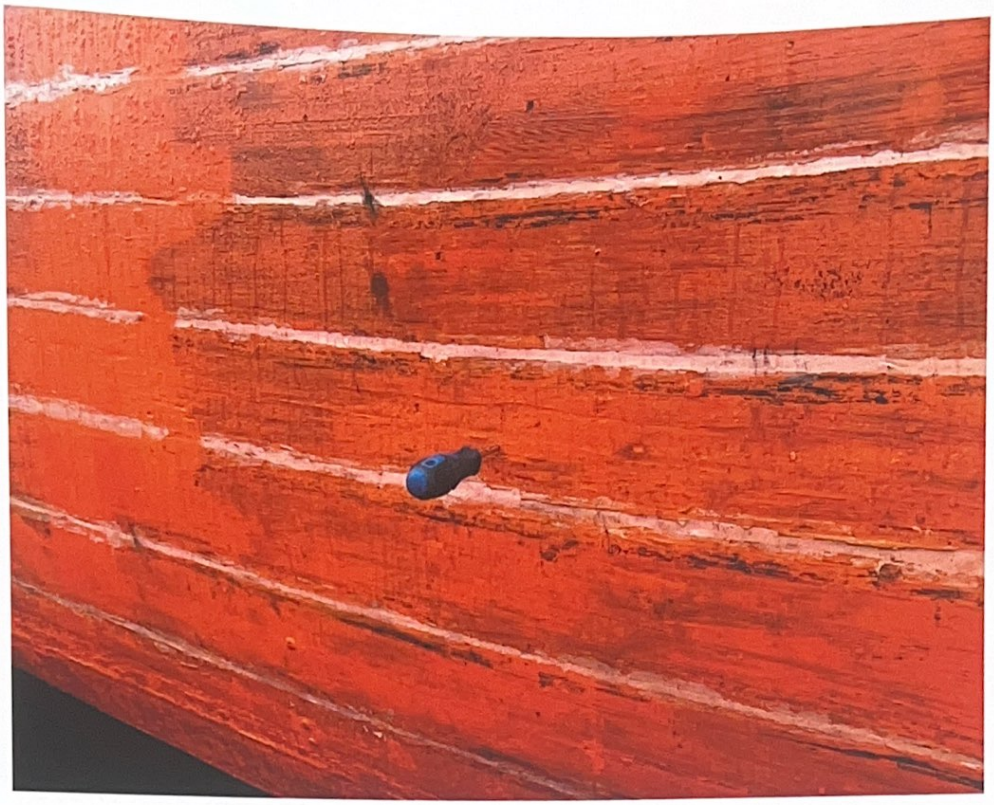
4.1 External Hull Survey.

The stem and stem band, gripe, keel, sternpost and horn timber were all examined, hammer and prick tested and found in generally good condition. There was also no sign of the heart of the wood weeping indicating the presence of ship worm or any damp patches indicating soft areas.

Internally the bottom and topside planking including the bilge and sheer wales was hammer and spike tested all over using an engineer's 1 kg ball pein hammer and both an 450 mm and a 100 mm spike at an average spacing of not more than 150 mm and was found . The plank seams appeared to be tight and smooth. Judging from the solid resonance of the planking under the hammer test the planking appeared to be in good condition. There was no obvious sign of nail sickness.

There was some soft rot noted in way of the hooded ends and deadwood.

There was a small area of soft rot noted on the port side above the waterline.



We would recommend that any rot below the waterline be dealt with at this time and that the rot above water be dealt with at the owner's convenience.

4.2 Skin Fittings and Seacocks.

Above waterline the skin fittings all had an adequate freeboard in the still water condition and were of nylon or bronze flanged type and the external flanges, strainers and fastenings were examined in situ externally by hammer and/or scrape testing and were found in good condition with no obvious defects or dezincification of the metal and were securely fastened to the hull.

Internally the seacocks were tested and found operational.

See the Nota Benae in Appendix 2 to this Report hereunder.

4.3 Cathodic Protection.

The anodes were found in in need of renewal.

N.B. Anodes should NOT be painted and should be renewed when about 80% consumed. Any securing studs should also be examined at every slipping or dry docking and renewed if found to be wasted.

Your attention is drawn to the Nota Benae in Appendix 2 to this Report hereunder.

4.4 Deck and Superstructure.

The deck and superstructure were examined as far as possible and found in generally good order. The deck was tested with the surveyor's weight and no undue flexing of the structure noted.

There were some leaks noted form the cabin tops but these were in the process of being repaired.

4.5 Deck Equipment.

Each item was found in good condition, with no sign of hair line cracking or metal fatigue, structurally secure and without undue rope wear.

Where the above items were bolted through the deck this was the backing plates were specially examined and found of adequate size and area, in good condition and with no sign of the highly loaded items pulling through. It was not practical to draw any of the securing bolts and the condition of these cannot be guaranteed.

The arrangements were such that these items could be considered to be strong points in accordance with the EU Recreational Craft Directive. They were considered to be capable of adequately accepting normal mooring, anchoring and towing loads.

4.6 Guard and Grab Rails.

All grab rails were tested with the Surveyor's weight and found well secured and in good order.

The arrangements were considered to be a satisfactory means of reducing the risk of someone falling overboard.

Doors and Hatches.

All hatches and access doors were secure and lockable and fitted with lock down or wedge handles as appropriate. The hatches and similar openings were of such a size and placed in such a position that it was considered that they would allow easy escape from the accommodation in the event of fire and would not be likely to allow serious down flooding of the vessel.

* We draw your attention to the Definitions in Appendix 2 to this Report hereunder.

4.7 Ventilation.

The vessel was fitted permanently open accommodation ventilators, these were examined as far as practical and found in good condition and well secured.

4.8 **Soft Furnishings.**

The soft furnishings were examined and found in good order and free of damp and mildew.

4.9 **Internal Hull.**

The main structure where visible was examined and found in generally very good order although there were a few cracked timbers noted that had been sistered previously to a good standard.

The script board bulkheads were examined and found in good order.

4.10 **Windows and Scuttles.**

The windows were examined as far as practical and found in good order and with no signs of leakage present.

The forward wind shield was fitted with a Kent screen, which was found operational.

4.11 **Steering Gear.**

The vessel was fitted with a cable type steering, which was found to sit correctly on the stops. A proper stop was fitted to limit over steering. It was tried hard over to hard over and found to operate correctly.

It was not possible to test the steering gear under load as the vessel was ashore at the time of our Survey.

There was adequate all round (360°) visibility with a clear field of vision over an arc of not less that 225° that is from straight ahead to at least 22½° abaft the beam on either side from the main steering position in the boat's normal load and trim condition.

5 THE MACHINERY AND TRANSMISSION.

The machinery was found in an enclosed compartment, separate from the living quarters. It was such as to minimise the risk of fires, toxic fumes, heat, noise, vibration and similar hazards. As stated above, the space was adequately ventilated to atmosphere and the ventilators were of such a design and in such a position as to prevent the dangerous ingress of water into, or the down flooding of, the engine room.

The bilge space below the machinery was found clean and the main engine installation, drive train and stern gear were found in good order and well engineered. The internal mechanical condition of the machinery was considered to be outside the scope of this survey and no guarantee can be given that either the main engines are in working condition.

5.1 Main Engines.

The vessel was powered by twin flexibly mounted BMC 1.5 four cylinder water cooled, naturally aspirated marine diesel engines, they had a bore of 73.03 mm and a stroke of 88.9 mm and were stated to develop 30 hp each.

The engines were coupled to Borg Warner gearboxes.

No guarantee can be given as to the accuracy or the serviceability of the instrumentation and it should be noted that any discrepancy subsequently found may be due to lack of accurate calibration. No engine alarms other than oil and water temperature were noted and it was not possible to test those in place.

This was a non-invasive examination.

The engines and drives were examined externally - without opening up - and found in generally good, clean condition and the installation as a whole appeared to comply with the Boat Safety Standards. The machinery was superficially clean, free of rust and/or excessive oil leaks. Though the blocks were not specifically examined by dye penetrant there was no obvious sign of cracking. There was no sign of water or sludge in the sumps. It was not possible to check the cylinder compression nor was it practical to remove the injectors and check the actual cylinder pressures obtained. The water cooling compression caps were lifted and no signs of oil emulsification noted inside.

All hot and moving parts of the machinery were adequately shielded.

It was not possible to run the machinery as the vessel was ashore at the time of our survey.

The machinery was fitted with oil tight drip spaces of suitable material and of adequate area and depth.

The fuel was supplied to the engines through a mechanically driven lift pumps and injection pumps of the distributor type.

The holding down bolts and mounting blocks were closely examined and hammer tested and found sound and there was no sign of any chatter on the rubber of the flexible mountings.

The fuel oil, lubricating oil, air and cooling water filters were then examined and no signs of hydrocarbon utilising micro-organisms (*hormoconis resinae*) were noted but we cannot guarantee that these are not present. It was not possible to open the heat exchanger s and examine the interior.

The water pumps were examined externally and found apparently in good order. The hoses and worm drive clips were all examined and found of the right size and in good order. The worm drive clips were doubled and appeared to comply with BS 5315.

The belt drives and other flexible hoses attached to the engines were also examined as far as practical in the limited access available and found in good condition without any sign of fracture or with the rubber being perished and the worm drive clips were also found of the right size and in good order. Again, the clips appeared to comply with BS 5315. The 'play' of the belts was found satisfactorily adjusted.

The starter motors were checked and found securely fitted and in apparently good working order with the attached electric cabling properly fitted with crimped ends and the units were adequately secured.

The precise nature of the anti-freeze in the cooling water could not be ascertained but it appeared to be Ethylene Glycol.

The vessel was fitted with a wet exhaust system, which was examined and found good.

5.2 Transmission.

The transmission was through lever-controlled reverse/reduction Borg Warner gear boxes of unknown reduction ratio and stainless steel shafts supported in P brackets with plain vibration couplings to three bladed outboard handed bronze propellers. The precise chemistry of the material of the propellers could not be determined. The propeller shafts were tested by a magnet and appeared to have an austenitic microstructure, but this cannot be guaranteed.

The propellers were examined and found in fair order.

5.3 Shaft Couplings.

The ordinary flanged couplings were examined, and the bolts hammer tested, and these appeared to be sound and well tight. It was not practical to 'break' the couplings and test the installation for alignment and this cannot be guaranteed.

It should be noted that misalignment of the shafting cannot normally be discovered by turning the shaft as the stiffness ratio – the length between bearings divided by the shaft's transverse second moment of area – of marine propeller shafts, particularly those on small boats with relatively high shaft rotational speeds is very small and such a shaft will bend transversely quite easily making it impossible for a surveyor to 'feel' or see any real misalignment when turning the propellers over by hand.

5.4 Stern Glands.

The stern glands, which were of the standard type, were examined - without opening up - and found in generally good condition. The glands were grease lubricated by means of a remote grease gun and there was no sign of excessive leakage, but it was not known when it was last opened and repacked. There was no sign of salt encrustation in way of the stern glands or attachment bolts.

It should be noted that as stated previously the internal condition of the stern gland/s was beyond the scope of our survey and therefore no comment could be made upon this item.

N.B. The stern glands should be checked for leakage as soon as the vessel is put afloat.

5.5 Fuel Tanks.

The tanks were examined as far as possible in situ and found in good order, access to the back and bottom of the tanks was limited and the condition of these areas cannot be guaranteed.

The lubricating oil and fuel filters were of marine type and apparently fire resistant, non-corrodible, non-breakable and impact resistant.

Neither the type nor the grade of the fuel on board was confirmed nor the quality tested but a simple chemical test was carried out and this indicated that the fuel was not contaminated with water.

6 THE DOMESTIC SYSTEMS.

6.1 Gas System.

The gas system had been recently overhauled and fitted with a bubble tester, the system was tested and no leaks noted.

All hoses and connectors were found in new condition and well installed.

6.2 Fresh Water System.

The tank was examined as far as possible and found in good order but access to the back and bottom was limited and therefore the condition in these areas cannot be guaranteed.

The water system was checked and found in good order, the pressure pump was found operational.

The quality of the water was not tested at this time.

6.3 Electrical Installation.

The electrical system was examined in the light of the I.E.E. Regulations for the Electrical and Electronic Equipment of Ships as applicable and the B.M.E.A. Code of Practice for Electrical and Electronic Installations in Boats. The vessel was fitted with a 12/24 volt battery powered electric system with a two wire insulated and fused distribution and a 240 volt shore power system with a residual current device.

6.4 Batteries.

The batteries were secured and adequately vented to atmosphere outside the accommodation in accordance with the Boat Safety Standards.

The master switches were tested and found operational.

6.5 Wiring/Fuses.

The wiring, switches and electrical equipment where accessible were found in good order and operational and complied with the Boat Safety Standards and the British Marine Electronics Association Code of Practice and none of the wiring was found to run in the bilge area and was well clear of any source of direct heat or fuel/gas piping.

The system was fitted with a marine type fuse board correctly installed. Not every circuit was tested or checked to see that it was properly overload protected or that the fuses breakers were correctly rated.

The wiring was insulated with what appeared to be PVC and, in the limited places where it was possible for us to inspect this, it was adequately clipped up and fitted where necessary with bulkhead glands and crimped end fittings and all found in good order.

6.6 Internal Lighting and Power Sockets.

The cabins were lit by standard bulbs. They were tested as far as possible and found in good order.

6.7 Wiring/Fuses.

The wiring, switches and electrical equipment where accessible were found in good order and operational and complied with the Boat Safety Standards and the British Marine Electronics Association Code of Practice and none of the wiring was found to run in the bilge area and was well clear of any source of direct heat or fuel/gas piping.

The system was fitted with a marine type fuse board correctly installed. Not every circuit was tested or checked to see that it was properly overload protected or that the fuses breakers were correctly rated.

The wiring was insulated with what appeared to be PVC and, in the limited places where it was possible for us to inspect this, it was adequately clipped up and fitted where necessary with bulkhead glands and crimped end fittings and all found in good order.

6.8 Heating.

The vessel was heated by means of a Taylors Diesel fired stive, a log burner and an Eberspacher 70D diesel heater, these were all tested and found operational.

7 SAFETY ITEMS.

7.1 Bilge Pumps.

The vessel was fitted with five electrically operated bilge pumps, these were tested and found operational.

*See under Nota Benae in Appendix 2 to this Report hereunder

7.2 Safety Items.

The vessel was supplied with a fire blanket and adequate fire extinguishers, a smoke alarm and a carbon monoxide alarm.

Please note that all carbon monoxide alarms must conform to BS EN 50291

Recommendations and Suggestions.

All Recommendations and suggestions are situated throughout the report and are printed in red, unless stated otherwise all recommendations must be undertaken immediately.

It should be noted that if repairs, renewal and replacement works are not carried out promptly, and carried out with full competence and completeness then the company and its' staff accept no responsibility for any consequences which may arise.

8 Conclusion.

The vessel, as seen and at the time of the survey, was considered to be in good structural and mechanical condition for the operation areas of her apparent Classification as laid down in the Recreational Craft Directive Category Definitions given in Appendix 1 to this Report hereunder and an insurable risk under the Institute of London Underwriter's Yacht Clauses provided that all RECOMMENDATIONS are effected as noted herein within the stated time limits.

Elliott Berry
Dip.Mar.Sur., RMS., RMC., F.I.I.M.S., FI.DIAG.E., MNI., A.M.RINA., ARSPH., NACE.

For and on behalf of
Marsurv.

MARSURV

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LETTER OF OPINION OF VALUE.

2nd January 2021

Mr S Hurrell

This is to confirm that, at your request and in accordance with our Standard Contract of Employment and FEMAS and similar Professional Society Standards of Ethics and Codes of Practice including those laid down by the International Institute of Marine Surveying and the Law Society's Code of Practice for Expert Witnesses and following our Standard Surveyor's Instructions as given in the Company's Quality Assurance Manual and Instructions to Surveyors document and, where applicable, the Rules for Yachts of Lloyd's Register of Shipping Part 1, Chapter 3, Sections 2 and 7 and in accordance with the Health and Safety at Work Act and subject to the conditions obtaining at the time, The undersigned attended:-

GERFALCON

and there effected, without the vessel being fully opened up for the survey, an inspection for valuation purposes only.

The valuation was made on the basis of an open market which is defined as being the best price which the title interest might reasonably be expected to obtain on the basis of a sale by private treaty at the date of valuation assuming the following: -

1. An 'as is - where is' basis.
2. A willing buyer and seller.
3. The standard sale agreement.
4. The vessel is placed and kept in sound and seaworthy condition, is compliant with necessary legislation, charter free and free of registered encumbrances and maritime liens and any charges, taxes, mortgages and other debts whatsoever.
5. Prior to the date of valuation, there had been a reasonable period (having regard to the nature of the vessel and the state of the market) for the proper marketing of the interest, for the agreement of price and terms and for the completion of the sale.
6. No additional account is taken of any additional bid by a purchaser with a special interest.
7. No account has been taken of any CRT mooring or any other right to moor at a specific place.

8. The valuation given is gross and takes no account of any sales commission which may be as high as 10%.

9. The valuation has been made on the basis of recorded sales precedents for closely similar vessels.

10. The undersigned cannot and does not guarantee or otherwise warrant the value noted.

11. It should be noted that the value may alter dramatically with any rise or fall in general economic conditions.

Subject to the above it was my considered opinion that, at the time of the survey, the vessel had a current open market value in the region of £45,000.00 excluding VAT.

(FORTY FIVE THOUSAND POUNDS STERLING.)

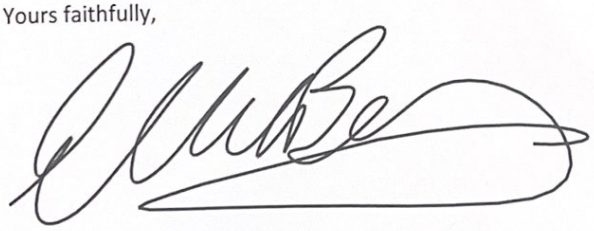
Bona Fides.

This letter is given in utmost good faith as a statement of opinion on the facts available to us from the usual sources at the time of our survey and is based on known average retail sales achieved by vessels of similar type and size in the United Kingdom but any person wishing to rely on this letter should make their enquiries as to the validity of those facts and sources.

The value given above should not be confused with the replacement value, which may be considerably higher particularly in the case of unique, rare or unusual vessels it also does not include any premium regarding the vessel's location, which can substantially increase the value.

It should also be noted that although it is not possible to value the moorings, they do have a bearing on the value of the vessel and with this, in mind, the vessel's value could potentially be significantly higher once placed on a permanent mooring.

Yours faithfully,



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For and on behalf of Marsurv Ltd